GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.I.L.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- 10 FT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE CITY OF WOODSTOCK AND THE CITY OF CRYSTAL LAKE AND LOCAL
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING COOLING TIME FOR VARIOUS HMA LIFTS.
- BARRICADES: TYPE I, TYPE II, AND TYPE III BARRICADES SHALL BE WEIGHTED IN A MANNER APPROVED BY THE MANUFACTURER SO THEY ARE NOT MOVED BY TRAFFIC.
- WHERE ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS. THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- RESIDENT ENGINEER SHALL CONTACT DEBBIE HANLON (AREA TRAFFIC FIELD ENGINEER) 847-438-2300. TWO WEEKS PRIOR TO INSTALLING ANY PERMANENT PAVEMENT MARKINGS.
- ACCRECATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH POES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND THE GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED. THE SOIL SHALL BE REMOVED AND REPLACED WITH POES OR EMBANKMENT AS DETERMINED BY THE GEOTECHNICAL ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED. THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.
- RADII OF CURB AND GUTTER IS SHOWN AT THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- THE REMOVAL OF EXISTING RIGHT-OF-WAY MARKERS THAT ARE WITHIN PROPOSED RIGHT-OF-WAY WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN CLEARING,
- ON STATE STANDARDS 482001 AND 483001 AGGREGATE SUBGRADE IMPROVEMENT 12" (300 MM) SHALL BE USED AS THE IMPROVED SUBGRADE. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE UNDER THE SHOULDER SHALL BE INCLUDED IN THE COST PER SO YARD (SO M) OF AGGREGATE SUBGRADE IMPROVEMENT 12".
- CONTRACT 62517 IS EXPECTED TO RUN SIMULTANEOUSLY. TRAFFIC CONTROL AND OTHER CONSTRUCTION OPERATIONS BETWEEN THESE TWO CONTRACTS SHALL BE COORDINATED THROUGHOUT THE DURATION OF THE PROJECT IN ORDER TO PROVIDE A SAFE AND EFFICIENT WORK ENVIRONMENT. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (SPECIAL)."
- THE MULTI-USE PATH ACCRECATE BASE COURSE TYPE 8 SHALL MEET ALL THE REQUIREMENTS FOR ACCRECATE BASE COURSE TYPE A EXCEPT THAT ADDING WATER TO THE ACCRECATE BY USE OF A CONTROLLED ACCRECATE MIXING SYSTEM) BEFORE IT IS DEPOSITED ON THE SUBGRADE WILL NOT BE REQUIRED.
- 15. THE WIDTH SHOWN ON THE PROPOSED TYPICAL SECTIONS FOR AGGREGATE SHOULDERS, TYPE B SHALL BE USED FOR THE WIDTH OF MEASUREMENT.
- SIX (6) INCHES OF TOPSOIL REMOVAL HAS BEEN SHOWN ON THE CROSS SECTIONS AND HAS BEEN INCLUDED IN TOPSOIL EXCAVATION AND PLACEMENT.

THE QUANTITY FOR TOPSOIL EXCAVATION SHOWN ON THE EARTHWORK SCHEDULE IS ESTIMATED TO HAVE A SURPLUS. SURPLUS TOPSOIL EXCAVATION SHALL BE DISPOSED OF ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. REMOVAL AND DISPOSAL OF SURPLUS TOPSOIL EXCAVATION WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL ACCORDING TO SECTION 202 OF THE STANDARD SPECIFICATIONS. THE AREAS OF SURPLUS TOPSOIL EXCAVATION SHALL BE APPROVED BY THE ENGINEER.

- THE REMOVAL AND DISPOSAL OF ALL FENCES, EXCEPT AT LOCATIONS DESIGNATED ON THE PLANS AS CHAIN LINK FENCE REMOVAL OR WOODEN FENCE REMOVAL, IS INCLUDED IN THE
- 18. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE REMOVED AND DISPOSED OF ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- 19. EXISTING AGGREGATE SHOULDERS AND AGGREGATE DRIVEWAYS ARE CLASSIFIED AS EARTH
- THE CONTRACTOR SHALL VERIFY THE EXISTING ELEVATIONS SHOWN ON THE PLANS WHERE THE PROPOSED PROFILE MEETS THE EXISTING PAVEMENT. THE ENGINEER SHALL BE NOTIFIED OF DISCREPANCIES BETWEEN THE EXISTING AND PROPOSED PAVEMENT ELEVATIONS, IN ADVANCE OF FINAL GRADING OPERATIONS, TO ALLOW APPROPRIATE ADJUSTMENTS TO BE MADE TO THE PROFILE. THE ELEVATIONS SHOWN ON THE PLANS ARE DERIVED FROM DIGITAL TERRAIN MODELING AND MAY REQUITE ADJUSTMENT TO ENSURE A SMOOTH TRANSITION WHERE THE PROFILE MEETS THE EXISTING PAVEMENT.
- 21. BUTT JOINTS SHALL BE INSTALLED AT THE END OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

22. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

2.05	TONS/ CU YO
0.0004	TONS/ SQ YD
0.002	TONS/ SO YD
112	LBS/ SQ YD/ IN
10	FT/ 100 FT OF APPLICATIONS
.0003	TONS/ SO YO
3	GAL/ SQ YD/ APPLICATION
10	FEET/ EACH
	0.0004 0.002 112 10 .0003

- TRAFFIC CONTROL AND PROTECTION FOR CONSTRUCTION STACING AT INTERSECTIONS, STREET RETURNS, DRIVEWAYS OR OTHER ISOLATED LOCATIONS NOT SPECIFICALLY SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS, BUT NECESSARY FOR CONSTRUCTION, SHALL BE INCLUDED IN THE CONTRACT UNIT LUMP SUM PRICE FOR "TRAFFIC CONTROL AND
- 24. SHOULDER RUMBLE STRIPS, WHERE SHOWN ON THE PLANS, SHALL BE CONSTRUCTED ON THE RESURFACING PORTION OF U.S. ROUTE 14.
- THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT 847-705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 26. THE MULTI-USE PATH (SHARED USE PATH) SHALL BE CONSTRUCTED ACCORDING TO THE ADAAG, THE ILLINGIS ACCESSIBILITY CODE, AND AS SHOWN ON THE PLANS.

THE MULTI-USE PATH (SHARED USE PATH) SHALL BE CONSTRUCTED WITH A RUNNING SLOPE THAT DOES NOT EXCEED 5%.

THE MULTI-USE PATH (SHARED USE PATH) SHALL BE CONSTRUCTED WITH A CROSS SLOPE THAT DOES NOT EXCEED 2 %. THE CROSS SLOPE SHALL BE A MINIMUM OF 1.5 % UNLESS OTHERWISE SHOWN ON THE PLANS.

- 27. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PRIVATE AND COMMERCIAL ENTRANCES FOR PROPERTY ABUTTING THE HIGHWAY OR STREET BEING IMPROVED AT ALL TIMES DURING CONSTRUCTION. WHEN A PROPERTY HAS ONLY A SINGLE ENTRANCE, THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED ENTRANCE ONE HALF AT A TIME IN ORDER TO MAINTAIN ACCESS. WHEN A PROPERTY HAS MULTIPLE ENTRANCES, ONE OF THE ENTRANCES SHALL REMAIN OPEN AT ALL TIMES.
- 28. SUBBASE GRANULAR MATERIAL, TYPE B 8' HAS BEEN PROVIDED FOR USE AT TEMPORARY PAVEMENT LOCATIONS FOR SUBGRADE SOILS THAT HAVE AN IBR LESS THAN 2.5. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH SUBBASE GRANULAR MATERIAL, TYPE B B' TO PROVIDE A TOTAL 12' SUBBASE GRANULAR MATERIAL THICKESS WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER, IF SUBGRADE SOILS THAT HAVE AN IBR LESS THAN 2.5 ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATIONS WILL BE DUE TO THE CONTRACTOR.
- 29. THE CONTRACT PLANS SHOW THE GENERAL LOCATION OF THE PROPOSED RIGHT-OF-WAY AND TEMPORARY EASEMENTS, THE FINAL LOCATIONS OF PROPOSED RIGHT-OF-WAY AND TEMPORARY EASEMENTS ARE SHOWN ON THE SIGNED AND SEALED PLATS OF HIGHWAYS.
- 30. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE STANS.
- 31. CITY OF WOODSTOCK STANDARDS AND DETAILS INCLUDED IN THE PLANS ONLY PERTAIN TO CITY OF WOODSTOCK UTILITY RELOCATIONS.
- 32. THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES AND OTHER UTILITIES SHOWN ON THE PLANS ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTORS? RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.
- 33. WET REFLECTIVE TEMPORARY TAPE TYPE III SHALL BE USED FOR TEMPORARY PAVEMENT MARKING ON THE FINAL WEARING SURFACE EXCEPT THAT EPOXY PAVEMENT MARKING SHALL BE USED FOR TEMPORARY PAVEMENT MARKING WHEN CONSTRUCTION STAGING REQUIRES THE TEMPORARY PAVEMENT MARKING TO BE IN PLACE OVER THE WINTER PERIOD.

WET REFLECTIVE TEMPORARY TAPE TYPE III SHOWN ON THE PLANS FOR ANY CONSTRUCTION STAGE THAT THE CONTRACTOR PROPOSES TO EXTEND OVER THE WINTER PERIOD SHALL MEAN TEMPORARY PAVEMENT MARKING, WET REFLECTIVE TEMPORARY TAPE TYPE III AND TEMPORARY PAVEMENT MARKING PAY ITEMS WILL BE PAID AT THEIR RESPECTIVE CONTRACT UNIT PRICES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR CHANGES IN QUANTITIES TO COMPLY WITH THIS REQUIREMENT.

EPOXY PAVEMENT MARKING MAY BE USED IN PLACE OF WET REFLECTIVE TEMPORARY TAPE TYPE III. WHEN AUTHORIZED BY THE ENGINGEER, FOR LATE SEASON APPLICATIONS WHERE TAPE ADHESION WOULD BE A PROBLEM.

REMOVAL OF TEMPORARY (EPOXY) PAVEMENT MARKING PLACED FOR THE WINTER PERIOD ON THE FINAL WEARING SURFACE WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL.

SCALE: N.T.S

- 34. A QUANTITY OF 9000 CU YD OF FURNISHED EXCAVATION HAS BEEN INCLUDED IN THE CONTRACT TO BALANCE THE LOSS OF THE NON-SPECIAL WASTE DISPOSAL QUANTITY. IF TESTING DETERMINES THAT SOME OF THE NON-SPECIAL WASTE MATERIAL CAN BE USED ON SITE AS EMBANKMENT, THE EXCESS FURNISHED EXCAVATION SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR. THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF THE ENCINEER PRIOR TO PLACING FURNISHED EXCAVATION.
- 35. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 36. BEFORE BEGINNING OF THE PAVEMENT AND SHOULDER MILLING WORK ON US ROUTE 14 FROM STA. 129+22± (EX) TO STA. 169+61.76± (EX). THE CONTRACTOR SHALL RECORD AND RETAIN FOR FUTURE REFERENCE ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THEIR LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER. THE WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE THICKNESS SPECIFIED.

COMMITMENTS

- COORDINATE WITH THE MCHENRY COUNTY CONSERVATION DISTRICT TO ENSURE PROPER SCHEDULING AND FUNDING OF THE PROPOSED 10-FOOT WIDE MULTI-USE TRAIL.
- SCHOOL DISTRICTS 47, 155 AND 200 SHOULD BE NOTIFIED PRIOR TO THE START OF CONSTRUCTION IN ORDER TO COORDINATE THEIR BUS SCHEDULES.
- THE MCHENRY COUNTY CONSERVATION DISTRICT SHALL BE NOTIFIED OF CHANGES TO THE PROJECT FUNDING. PLEASE CONTACT THE FOLLOWING:

ELIZABETH KESSLER ELICABE H MESSLER
EXECUTIVE DIRECTOR
MCHENRY COUNTY CONSERVATION DISTRICT
18410 U.S. HICHWAY 14
WOODSTOCK, IL 60098
PHONE: 815-338-MCCD (6223)

DRAINAGE NOTES

- ALL OFFSETS AND RIM ELEVATIONS OF DRAINAGE STRUCTURES ARE TO THE CENTER OF FRAMES AND CRATES OR FRAMES AND LIDS, IF NOT SHOWN ON DRAWING 281 . DRAINAGE DETAILS I.
- THE COST OF MAKING SEWER AND UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES AND BREAKING NEW HOLES INTO EXISTING OR PROPOSED DRAINAGE STRUCTURES SHALL BE CONSIDERED INCLUDED IN THE COST FOR DRAINAGE WORK.
- BEFORE FINAL ACCEPTANCE OF THE PROJECT, ALL PROPOSED STORM SEWER LINES AND STRUCTURES SHALL BE CLEAVED AS DIRECTED BY THE ENGINEER. THE COST FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICES FOR THE VARIOUS STORM SEWERS.
- ALL STORM SEWER CONNECTIONS WITH PIPES 27 INCHES (675 MM) DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "WYE" PIPES. FOR PROPOSED STORM SEWER PIPES LARGER THAN 27 INCHES (675 MM) DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED, PRECAST "TEE" OR "WYE" PIPE CONNECTIONS FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR THE STORM SEWERS.
- THERE ARE TWO LOCATIONS WHERE GROUND WATER TABLE IS HIGH AND MAY COME INTO CONFLICT WITH PROPOSED STORM SEWER INSTALLATION, THESE LOCATIONS ARE 366+00 TO 370+50 AND 421+50 TO 428+50, THE PRESENCE OF WATER DURING STORM SEWER INSTALLATION COULD CAUSE TRENCH INSTABILITY. THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS, SUCH AS DEWATERING OR TRENCH BRACING, DURING STORM SEWER INSTALLATION, THE CONTRACTOR SHALL NOTE THAT THE FLUCTUATIONS IN THE WATER TABLE CAN BE ANTICIPATED UPON VARIATIONS IN PRECIPITATION AND SURFACE RUNOFF.
- THE CONTRACTOR SHALL INSTALL AND MAINTAIN TEMPORARY DRAINAGE AND TEMPORARY EROSION CONTROL THROUGHOUT STAGED CONSTRUCTION FOR THE DURATION OF THE CONTRACT. SEE EROSION CONTROL AND SEDIMENT CONTROL PLANS FOR STAGED CONSTRUCTION OF PROPOSED DRAINAGE AND TEMPORARY DRAINAGE,
- FLARED END SECTIONS WILL BE INCLUDED IN THE LENGTH OF MEASUREMENT FOR PIPE CULVERT REMOVAL. THE REMOVAL OF GRATING FOR FLARED END SECTIONS WILL NOT BE MEASURED FOR PAYMENT, BUT THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PIPE CULVERT REMOVAL.
- AS SHOWN ON THE PLANS, SOME OF THE PROPOSED DRAINAGE STRUCTURES WILL BE STACE CONSTRUCTED VERTICALLY TO FACILITATE CONSTRUCTION OPERATIONS. IF THE TOP SLAB OF THE STRUCTURE MUST BE RACED AT AN INTERIM ELEVATION, THE TOP SLAB WILL THEN BE REMOVED AND THE REMAINING PORTION OF THE STRUCTURE ADDED AND THE TOP SLAB RE-INSTALLED IN A LATER STAGE. THE COST OF STAGE CONSTRUCTING PROPOSED DRAINAGE STRUCTURES VERTICALLY WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR THE DRAINAGE STRUCTURE OF THE TYPE AND SIZE SPECIFIED ON THE PLANS
- FOR STORM SEWER CONSTRUCTED UNDER THE ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER THE PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** U.S. ROUTE 14

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GENERAL NOTES				305	27R-2	MCHENRY	673	3			
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